

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID#: SBDLS05 Minor Lump Sum Install traffic signals, and highway lighting at the intersection of State Route 83 (Euclid Avenue) and “E” Street. The intersection is located in the City of Ontario, County of San Bernardino.									
Type of project <i>see list below</i> Intersection Signalization									
County: SBd	Narrative Location/Route & Postmiles: Route 83/ 15.77 (PM 9.80) Caltrans Projects – EA#: 42090								
Lead Agency: Caltrans									
Contact Person Tony Louka	Phone# (909) 383-6385	Fax# (909)383-6494	Email tony_louka@dot.ca.gov						
Decision Desired <i>Check appropriate box below</i>									
PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern					
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern					
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
X	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
Scheduled Date of Federal Action:									
Current Programming Dates <i>as appropriate</i>									
	PE/Environmental		ENG		ROW		CON		
Start									
End									
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> <p>There have been numerous accidents at this intersection with a majority of those being “Broadside” accidents. The purpose of this project is to reduce the severity and number of accidents by installing traffic signals.</p>									
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) <p>State Route 83 is a north/south oriented six lanes conventional highway with a raised median. “E” Street is a two lane local street that begins at Vine Avenue then runs eastwards to Allyn Avenue. This intersection consists of stop signs an area of high traffic volume. The existing traffic control system consists of at “E” with additional stop signs at the wide median. No traffic control system is provided for the mainline. Numerous accidents have been recorded at this intersection most were caused by driver’s failure to yield and/or violating right-of-way. Drivers entering SR 83 from “E” Street are making unsafe left turns, thus creating unsafe conditions for thru traffic.</p>									
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility 2005 ADT volume for SR 83 is 29,300									
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) The predicted year 2030 ADT for SR 83 is 37,500									

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

This intersection signalization project will not increase capacity. The project's main goals are to increase the operational efficiency of California's transportation system and reduce the number of accidents experienced at the intersection by installing a traffic signal and highway lighting.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*